

## THE STOCK MARKET

THURSDAY, APRIL 9, 1908

Tonopah District

Bid.	Ask.
Tonopah Nevada	8.00
Montana	1.75
Tonopah Exten.	1.12 1/2
MacNamara	.30
Midway	.64
Belmont	1.25
North Star	.11
West End	.40
Jim Butler	.30
Rescue	.10
Golden Anchor	.03
California Tonopah	.02
Cash Boy	.02
Mont. Mid. Exten.	.02
Golden Crown	.03

Goldfield District

Bid.	Ask.
Goldfield Con.	5.75
Sandstorm	.35
Columbia Mt.	.22
Jumbo Exten.	.32
Booth	.21
Blue Bull	.13
Silver Pick	.20
Blue Bell	.07
St. Ives	.28
Lone Star	.08
Atlanta	.23
Great Bend	.73
Red Top Exten.	.16
Florence	4.27 1/2
Dfid, B. B. Con.	.19
Daisy	1.37 1/2
Comb. Fraction	.68
Kewanas	.39
Red Hills	.27
Florence Exten.	.23
Vernal	.05
Kendall	.20
Adams	.04
Nevada Boy	.02
Black Butte Exten.	.02
Hibernia	.03
Conqueror	.03
Oro	.08
Great Bend Exten.	.10
Black Butte Bonanza	.01
Crackerjack	.08
Pawnee	.01
Grandma	.08
Triangle	.07

Bullfrog District

Bid.	Ask.
Amethyst	.06
Gold Bar	.15
Homestake	.32
Tramp Con.	.26
Mayflower	.10
Bullfrog Mining	.05
Golden Sceptre	.03

Montgomery Mt. .15 .17

Manhattan District

Bid.	Ask.
Gold Wedge	.01
Dexter	.06
Mustang	.09
Mustang Exten.	.02
Orig. Manhattan	.94
Manhattan Con.	.13
Thanksgiving	.24
Seyler Humphrey	.02
Crescent	.02
Little Grey	.05
Broncho	.01
Pine Nut	.02

Miscellaneous

Bid.	Ask.
Eagles' Nest	.16
Pitts, Silver Peak	1.17 1/2
Round Mt. Mining	.88
Nevada Hills	2.75
Fairview Eagle	.40

BRAZIL MAY SELL BATTLESHIP

LONDON, Eng., April 9.—Interest has been aroused in naval circles by the report that the British admiralty is considering the purchase of the two big battleships now being built in this country for Brazil. It is pointed out that Brazil has no need for two such powerful ships, which, in addition to their original great cost, will be expensive to maintain. It is certain that Great Britain will buy these vessels should this be the only way of preventing their falling into the hands of another European power.

VOLCANO SHOWS UNREST

NAPLES, April 9. — Coincident with return to activity of the volcano Solfatara, near Pozzuoli, Vesuvius is showing some signs of unrest. The activity of Solfatara is always supposed to coincide with the inactivity of Vesuvius, and in the present instance scientists are of the opinion that the activity of Vesuvius is caused by the large amount of rain that has entered the crater.

AUTOS ARE BLOCKED

SAN FRANCISCO, Cal., April 9.—Jules Clarfayt, who is caring for the French drivers in the New York to Paris automobile race, has received a telegram from the commandant at Fort Liscum, Alaska, to which point the American car is now bound, stating that the Keystone canyon is not open and it will be impossible for any automobile to get through there.

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## TONOPAH CAPITAL IN BODIE RAILROAD

Another desert railroad is projected and will be built the coming summer. It will extend from Bodie, Mono county, northeast to some point on the Nevada and California line of the minus of the Tonopah & Goldfield Southern Pacific, probably to Mina. Mina is also the northwestern terminus of the Tonopah & Goldfield railroad, and one of the chief objects of the new road is to give the big gold towns rail connections with the Mono lake region.

The railroad is backed by the Tonopah mining interests, James Cane, a banker at Bodie, and others. It is said the surveys have been made and many of the ties for the road are already cut in the forest south of Mono lake.

These forests are the real objective point of the promoters, but a road already leads from Bodie south to them, skirting the shores of Mono lake for a number of miles. This road was built years ago to supply the mines and mills at Bodie with timber.

A large tract of spruce and pine timber begins about three miles south of Mono lake and extends south into Inyo county. It is the most available timber anywhere near the Nevada gold fields, and it is to bring this timber to market that the new road is to be built.

Bodie is one of the oldest mining camps in the west and it is still a lively town. It now has about 1000 population. Near by is the Standard mine, one of the oldest gold mines in California. There are also mills and other interests there.

The town has a great history. Back in the sixties it is said to have had a population of 9000 at one time and was the center of a great mining excitement. Unlike many boom camps, it did not pass into history as a memory, but is still flourishing. It has never had adequate transportation facilities, however. Its only railroad has been the lumber road, known as the Bodie & Benton, leading off across the Mono lake basin to the forests a few miles south. The town has an elevation of about 9000 feet, and the ground is covered deep with snow most of the winter.

Tonopah interests now own the saw mill at the south end of the lum-

ber road and extensive timber property in that vicinity.

Work on the new road will begin as soon as spring is sufficiently advanced to make the work possible.

## LEAD SITUATION IS IMPROVING

The encouraging feature of the lead situation is that the lots of lead purchased speculatively when prices were lower are nearly all worked off among small buyers, states the Mining World. This, coupled with the fact that operations in the producing centers of the Coeur d'Alenes in Idaho, Leadville, the Mississippi valley territory, Mexico and British Columbia during the past few months have been below normal owing to the curtailed consumption and low market prices, suggests that the situation in lead will improve henceforth. The rehabilitation of the lead industry will depend largely on the position of silver, for much the larger part of the domestic supply of lead is obtained in refining both metals.

A peculiarity about the present position of the market is that in the United States—a country which contributes one-third of the world's supply of lead—better prices are being obtained than are quoted in the European markets. The American duty of 2 1/2 cents a pound acts as a check on imports, so competition here cannot well be initiated by European producers.

Foreign production has fallen off somewhat during the past three months, and we are advised that the principal sellers are experiencing dull business. There appears to be a feeling prevailing that European consumers will not replenish their stocks until the market for their manufactures improves, and no matter how much the price is shaded the lead market does not seem to gain orders. Maybe with the betterment of trade in the United States, there will also return to Europe the prosperity for which lead producers are waiting so anxiously. It will also be instructive to watch the effect of the expiration of June 20 of the Canadian lead bounty law. In 1907 the United States imported 11,078,557 pounds of lead (in ore and base bullion) from Canada.

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